



USCGC DILIGENCE (WMEC 616)

Ship Information

Builders:	Todd Shipyard, Houston, TX
Keel Laid:	August 29, 1962
Launched:	July 20, 1963
Commissioned:	August 26, 1964
Decommissioned:	August 01, 1990
Rebuilt:	U.S. Coast Guard Yard, Baltimore, MD
Recommissioned:	August 14, 1992, Wilmington, NC
Officers:	12
Chief Petty Officers:	6
Enlisted:	58
Aviation Detachment:	2 Officers, 3 Enlisted
Armament:	One 25mm Mk38 gun, Two .50 cal machine guns
Small Arms:	M-16s, 870 riot shot guns, .40 cal Sig Sauer P229daks
Command & Control:	Joint Maritime Command Information System
Communications:	Secure voice/data: HF, VHF, UHF & satellite
Navigation:	D-GPS, Loran-C, Automated Information System (AIS)
Radar:	Two AN/SPS-73
Length:	210 feet
Beam:	34 feet
Draft:	15 feet
Maximum Speed:	18 knots
Range:	5000 nautical miles
Engines:	Two Alco 251 CE 16-cylinder turbo diesels
Horsepower:	5100 shaft horsepower (2550 each shaft)
Displacement:	1109 tons
Generators:	Two Caterpillar, 250 KW each
Salt Water Distillation:	Village Marine RC 5000, 5000 gallons fresh water per day
Rigid Hull Inflatable Boat:	21ft Avon Rigid Hull Inflatable, twin 70hp outboard engines
Motor Surf Boat:	25ft Ocean Technologies, GM 353 diesel
Helicopter:	HH-65 Dolphin, built by Aerospatiale
Range:	240 miles
Maximum Speed:	165 knots



WELCOME ABOARD

USCGC DILIGENCE (WMEC 616)

WILMINGTON, NORTH CAROLINA

HISTORY

Following the Revolutionary War, the 13 American Colonies needed revenue for defense and other purposes. Revenues to fund these requirements were raised by Customs tariffs, which also served to protect fledgling American industry. Customs houses were established in all major ports, and merchants were expected to clear customs and pay their tariffs on imported goods prior to unloading their cargos. To evade paying Customs tariffs, lawless merchants, or smugglers, unloaded their cargos at isolated locations. To stop this loss of revenue due to smuggling, in 1790 Alexander Hamilton, our first Secretary of Treasury, under President George Washington's direction, started the Revenue Cutter Service whose job was to patrol the coast preventing smuggling and ensuring Customs tariffs were paid. Revenue Cutters were called "Cutters" due to their typical fore and aft rig which gave them the ability to point higher and sail faster enabling them to outsail and run down the slower, square rigged, cargo-laden smugglers. Revenue Cutters were sometimes armed with one or two small cannons adequate to stop lightly armed smugglers. They established American law on the Atlantic coast and have been credited with putting our infant nation on its economic feet.

DILIGENCE I was one of the first ten Revenue Cutters. Built in 1791 in Washington, North Carolina, DILIGENCE I temporarily sailed out of New Bern, North Carolina prior to moving to her permanent homeport of Wilmington, North Carolina in October of 1792. DILIGENCE I distinguished herself by seizing a noted French smuggler in the Cape Fear area. The cutter's original master, Thomas Cooke, and his son, mysteriously disappeared in 1796 never to be seen again. Purportedly, the Cookes were killed in retribution for interdicting smugglers. The original Cooke home on 4th street near St. Mary's church in Wilmington is reportedly haunted by the soul of Thomas Cooke.

DILIGENCE I was replaced in fairly quick succession by DILIGENCE II, III, and IV. Each new cutter was bigger and faster. All remained homeported along the Cape Fear River. By the 1830's, the DILIGENCE line temporarily ended after DILIGENCE IV was decommissioned. In 1915, the Revenue Cutter Service joined forces with the Lifesaving Service to become the modern day U.S. Coast Guard. The Lighthouse Service was subsequently added to the ranks of the Coast Guard in 1939.

DILIGENCE V, a 125' diesel-powered Coast Guard Cutter, commissioned in 1919, sailed out of New York, New York; Boston, Massachusetts; Cleveland, Ohio and finally Long Beach, California before being decommissioned in 1961. DILIGENCE V guarded the American coast against smugglers during the prohibition era and also served under the Department of Navy in World War II.

TODAY

DILIGENCE VI, the current DILIGENCE was commissioned in 1964. DILIGENCE VI is a 210', diesel-powered, helicopter-capable Coast Guard cutter with 76 crewmembers. DILIGENCE VI was originally homeported in Key West, Florida but changed homeports to Cape Canaveral, Florida in 1983. In 1990, DILIGENCE VI was temporarily decommissioned for modernization. In 1992, following a 28 million dollar refurbishment, a virtually brand new, rebuilt, DILIGENCE VI was placed back in commission and homeported in Wilmington, North Carolina.

Returning to the homeport of her namesake, DILIGENCE VI has remained "On guard for America," patrolling the east coast of the United States, the Caribbean Sea and the Gulf of Mexico rescuing mariners in distress, protecting our environment and valuable fisheries resources, halting the immigration of illegal migrants, and helping staunch the flow of illegal drugs and contraband from entering the United States.

DILIGENCE VI is the only active Coast Guard Cutter named after one of the first ten Revenue Cutters that is homeported in an original homeport.

MISSION

Under the operational control of Coast Guard Atlantic Area, located in Portsmouth, VA, DILIGENCE is at sea approximately 185 days a year. The remaining time is spent moored in Wilmington for vessel maintenance, provisioning, training, and crew rest. Patrols are typically 45 days long with an emphasis on certain missions and geographic areas.

AREAS COMMONLY PATROLLED

Caribbean Sea
Windward Pass
Yucatan Pass
Mona Pass
North Atlantic

TYPICAL MISSIONS

Search and Rescue
Drug Interdiction
Alien Migrant Interdiction
Fisheries Enforcement
Defense Operations

Minimizing the loss of life, injury, or property damage by rendering aid to persons and vessels in distress has always been a Coast Guard priority. To do this, DILIGENCE was designed from the keel up to perform Search and Rescue (SAR) missions. The bridge is higher than other similar-size ships to facilitate scanning for mariners in distress. The deck equipment and power of DILIGENCE's engines allow her to tow ships that are much larger than herself. The flight deck capabilities enhance the SAR mission as well as provide greater surveillance range for law enforcement. Helicopters are not permanently assigned to cutters; however, when DILIGENCE sails on patrol, the Coast Guard air station nearest the patrol area will normally deploy an aviation detachment. This detachment of five personnel reports on board with all the required expertise and equipment to operate the helicopter for several weeks. At the completion of the patrol, the helicopter and crew return to their home air station.

CREW

Crewmembers and their families live in the Wilmington - Cape Fear area. They have been transferred to DILIGENCE from other Coast Guard commands as near as Wrightsville beach and as far away as Alaska. A crewmember can anticipate a two or three year tour on board before being transferred. A ship is but a ship – and without a skilled and dedicated crew, a ship is only cold iron. DILIGENCE has been blessed with exceptional crewmen over the years and has been awarded two Unit Commendations and one Meritorious Unit Commendation for operational excellence. In her fifth decade of service, DILIGENCE continues to support the many maritime missions of the United States Coast Guard. No matter what the task, DILIGENCE and her talented crew stand SEMPER PARATUS, *Always Ready* to respond to traditional Coast Guard missions, as well as emerging national priorities.

